

[\[Agricultural Land Uses\]](#) [\[Land Use Patterns of the Future\]](#) [\[Employment Projection Analysis\]](#) [\[Land Use Needs Analysis\]](#) [\[Land Selection Analysis\]](#) [\[Industrial Reserve\]](#) [\[Land Needs Analysis: High Technology Industrial Lands\]](#)

The process of acknowledgement of this plan has highlighted the need for additional information and clarification in specific areas of the text. The identified need for additional lands in the Commercial and Industrial land use category must be further expanded to include more detailed information. The policy statements included in this section do not add new directives, but add to the existing explanations, policies, and goals. The information contained in this addendum follows the same general structure of the page text.

Section 1.100 [Environmental Element](#)

VI. [Agricultural Land Uses](#)

The city has zoned identified agricultural lands for exclusive farm use within its city limits, but outside its urban growth boundary. The plan text also describes its efforts to buffer agricultural land use on lands adjacent to the urban growth boundary.

It is the policy of the city to prohibit the premature conversion of lands designated for agricultural use, unless such proposals conform to statewide planning goals, especially Goals #2, #3, and #4. *[Note: the webdesigner cannot locate these goals for reference.]* The lands designated Industrial Reserve must remain in agricultural use until such time as proper justification can be offered for their inclusion within the urban growth boundary for industrial land uses.

Section 1.200 [Land use Element](#)

III. [Land Use Patterns of the Future](#)

A. [Housing Types](#)

2. [Multi-Family housing areas](#) The city is committed to meeting multiple family housing needs by allocating a specific amount of vacant land that will be rezoned to the R2 (Multi-Family) zoning district or PUD (Planned Unit Development) zoning district in each quadrant of the city and described on page 26 of the plan text. *[See [Multi-Family housing areas](#).]* The approximate location of this future R2 or PUD land is indicated on the plan map as a "floating node." The criteria for determining the precise location are also stated in the plan, and are directly related to public facilities constraints; *i.e.*, major street access, utilities, recreation, and school facilities; and access to shopping.

The buildable lands inventory demonstrates that sufficient vacant buildable land exists in each "floating node" to enable the private market to meet identified multiple family housing needs; provided that applicable criteria are met.

The city's reason for not immediately rezoning land for multiple family uses are as follows:

1. Some of the potential areas for multiple family land uses lies outside the city's limits and as such are under county jurisdiction.
2. There is a limited supply of land suitable for multiple family use within the city limits, immediate rezoning would tend to drive up the price of such land. By retaining a pool of potential multiple family land that can be rezoned to multiple family use under clear and objective standards, the supply of potential multi-family use land will be greater than would have been the case had the land been immediately rezoned based on need. Land prices will stay lower because they will reflect current permitted land uses of the Low Density Residential land use category.
3. A major criterion for approving a rezoning to a Multi-Family (R2) zoning district is location along one of five major city streets. The "floating node" concept does not limit multiple family developments to land which currently has access to one of these major streets. The "floating node" is not based upon existing property lines, and developers may combine properties that do meet the criterion and increase the amount of land available for multiple family use. An alternative to combining properties could be the acquisition by a developer of access across intervening parcels to reach one of these streets.

No plan map or text amendment would be necessary to permit multiple family use of such an area, because the "floating node" combined with the Low Density Residential plan designation is consistent with the Multi-Family (R2) zoning district.

4. The criteria related to public facility capacity and the Multi-Family (42) acreage limitations are necessary to insure that city services are not overburdened by rapid development.

Junction City's rezoning process is consistent with this justification. The standards for rezoning are keyed to public facilities capacity and the standards outlined in the multiple family housing section of the plan. And conditions attached to a zone change to a Multi-Family (R2) zoning district must be the minimum necessary to comply with plan policies, and cannot be used to exclude needed housing or reduce planned densities below those allowed by the R2 zone.

There is a total of 52.99 acres of vacant land designated for low density residential uses within the city limits. A total of 20.20 acres (8 parcels) in that category satisfy the locational criteria for rezoning to a medium density residential land use category.

There is a total of 292.36 acres of vacant land designated for future low density uses within the city's urban growth boundary in the four sectors created by using Ivy Street as the north-south axis and 6th Avenue as the east-west axis. The map showing the four

quadrants also shows the larger parcels eligible for rezoning to medium density residential land uses:

Column 1 Quadrant	Column 2 LDR (acres)	Column 3 LDR eligible for MDR (acres)	Column 4 Acres MDR (reg. by text)
1	143.75	84.95 (6 parcels)	46.80
2	11.85	4.61 (3 parcels)	2.20
3	3.51	2.00 (2 parcels)	1.00
4	133.25	22.01	10.00
TOTAL:	292.36	112.57	60.00

The total number of acres described in Column 4 and shown in each quadrant (Column 1) is the amount of land within a floating node that will be rezoned for R2 uses. However, the maximum amount of land shown in column 4 will only be rezoned on a "first-come, first-rezoned" basis.

The stars on the Floating Node Map identify the floating nodes in each quadrant. The node consists of the total acreage in each quadrant, but is not confined to contiguous parcels.

As stated in the plan text, mobile homes are an outright permitted use in the single-family residential zoning district when located within a mobile home subdivision. While approval standards for mobile homes will be exclusively determined by the application of Junction City's single-family residential zoning district and subdivision ordinance provisions, Planned Unit Development (PUD) design review criteria [Section VII-C. (R)] *[Note: the webdesigner cannot locate this section for reference.]* shall be required to ensure that mobile homes are permitted to develop at densities allowed by the underlying zone in a manner which minimizes impact on transportation facilities, adjacent properties, and public facilities. In no case will a mobile home subdivision, which intends to locate in a single-family residential zoning district, be required to go through a zone change. PUD design standards shall not be applied to discourage mobile home subdivisions in single-family residential zones or to unreasonable increased development costs.

CA. [Industrial Land Uses](#)

2. [Methodology used for determining industrial land needs.](#) *[Note: actually numbered 4].*

Employment Projection Analysis

Total employment in all sectors, including the new area of "high tech" type businesses will reach 6,100 jobs by the year 2000. Employment in the commercial sectors would maintain a relatively stable percentage of the total job market. In all sectors, a total of 3,946 new jobs would need to be created in the J.C. area. If employment in the conventional types of industry are added to a projection of employment in "high tech" types of businesses, then a preponderance of the new jobs proposed to be created would be in those two sectors. A portion of the jobs allotted to conventional industry can be attributed to influences by "high tech" types of firms. A metal fabrication firm needing different site location characteristics provided by the conventional industrial area may be directly dependent upon a "high tech" type of firm for a majority of its business.

It is projected that 3,100 of the new jobs to be created will be jobs created by conventional industry or "high tech" types of businesses. The remaining jobs will be generated in those sectors showing a historical increase in employment (see page 47, plan text; *i.e.*, traditional industry). *[Note: the webdesigner cannot locate this wording for reference.]* As noted in the plan text, Junction City has relatively high employment in basic industries. Junction city also has shown a high ratio of jobs to population. Many more people commute to Junction City to the places of employment in basic industry than from Junction City to basic industrial jobs elsewhere in the region. The plan projects that these trends will continue. As noted on page 33, 6,100 jobs are anticipated within the Junction City urban growth boundary by the year 2000. *[Note: see page 34 of the current plan for this reference.]* Of these 6,100 jobs, 3,946 are expected to be new and to be represented within the urban growth boundary in the following proportions:

Type of Employment	No. Employed
Traditional Industry	1,600
High-tech	1,500
Non-basic Employment	846

Total: 3,946

It is expected that the commercial, service, and residential needs of many Junction City employees will be met in one of two major regional centers located within 25 miles of Junction City area.

Justification of the Amount and Location of Traditional Industrial Lands

Land Use Needs Analysis

The industries which the Oregon Economic Recovery Council and Department of Economic Development ave identified as the types of industry the state will make an effort to attract are listed on pages 13 & 14 of the Oregon Economic Growth Plan (1982). The city and county have identified 19 of those industries as the types of industry to attract to Junction City and Lane County. Nine are listed on pages [45 & 46](#) of the plan text. The remaining ten, which should be added to that list, are:

10. Paint mixing and packaging plants
11. Furniture manufacturing
12. Pharmaceuticals
13. Miscellaneous plastic fabrication
14. Transportation equipment including trucks
15. Machinery production
16. Sheet Metal fabrication
17. R & D Laboratories
18. Freightng and truck yards or terminals
19. Warehousing and distribution facilities

The site location criteria for 12 of these industries are listed in Industrial *Location Determinants, 1971-1975*, U.S. Department of Commerce, Economic Development Administration, includes the need for:

1. Railroad access
2. Major highway access
3. Major electrical power source
4. A large supply of natural gas
5. Municipal level of supply of water for fire protection
6. Location in a non-metropolitan area

A representative sample of the type of industry and the acreage required for a new plant site is supplied below:

	Type of Industry	Size of Site	Employee/Acre Ratio	Total Employees
1.	Fuel Production (Ag By-product)	15 acres	3.5	52.5
2.	Secondary Wood Products & Parts	30 acres	12.0	360.0
3.	Transportation Equipment	62 acres	12.5	775.0
4.	Machinery Production	15	16.0	240.0
5.	Miscellaneous Plastics	142	16.0	320.0
TOTAL:		142		1,747.5

The industries shown above are either represented within the Junction City Planning area (2) or such firms have reviewed the possibility of locating within this area (3 & 4) or have specifically identified the Junction City area as a plant location (1). There are other industries on the previously cited list with site needs larger than those mentioned above, but the total work force figure would be approximately the same as the above projection.

The employment cycle in the food processing and wood products industries is dependent upon a number of external forces; *i.e.*, high interest rates cause unemployment in both types of industries, advances in efficient production methods and machinery have caused the closing of the Agripac plant. The industries which are temporarily closed are Bohemia Plywood, Inc. and Freeman Welding. These operations are expected to resume operations when:

1. There is an improvement in the economy.
2. New owners are ready to begin operations.

2. New owners are ready to begin operations.

The Agripac site and the Bohemia site occupy approximately 23 acres. It is anticipated that during the planning period these areas will redevelop at the projected employee per acre ratio of traditional industry at 11.4 acres per net buildable acre (exclusive of land for infrastructure).

The following table is included for clarification of the needs determination of the plan text and includes no vacant factor for industrial land uses.

Traditional Industrial Needs Type of Use	Land Demand Analysis Need
Traditional Industrial Lane	140 acres (1600 employees at 11.4 employees/acre)
Infrastructure	28 acres (20% of 140 acres)
Supporting Commercial	10 acres
Total:	178 acres

The needs identified in the table above will be provided by land at the Agripac and Bohemia sites (23 acres) and land south of Junction City (155 acres).

Land Selection Analysis

The city considered 5 alternative locations to designate future industrial land uses (see attached map). *[Note: map is not available on the web.]* Based upon a comparative analysis and assuming a need for 155 traditional industrial acres south of the city limits, Area 5 was found most suitable, given the specific infrastructure needs of targeted industries and the goal of preserving prime agricultural land. A more detailed explanation of the points considered during the review follow:

I. Area 1 - NW of Junction City

A. Positive features (suitable to industrial land uses).

1. Electrical power distribution capable of servicing industry.
2. City utility services (existing) can service a portion of area west of Oaklea Drive and North of West 18th Avenue.
3. Access to highways by truck traffic without traversing residential areas.
4. Contiguous residential pattern can be screened from industrial uses by natural barriers or distance.
5. Poorer soils west of Oaklea Drive, but Class I and 2 soils north of West 18th Avenue.

B. Negative features.

1. Lack of rail facilities; cost of extension of rail service to any area begins with \$50,000-\$60,000 expenses for the first 150 feet of rail spur. cost is prohibitive for just one industry. Cost does not include the cost of R/W acquisition.
2. Lack of industrial source for natural gas service. Cost to bore highway and extend service expensive and would have to be paid by industry.
3. Rail service to this area most expensive of all areas considered.
4. Area north of West 18th Avenue is intensive agricultural uses on large tracts of land.

II. Area 2 - NE of Junction City

A. Positive features.

1. Large tracts of land screened by natural vegetation from other areas.
2. City utility lines capable of servicing with no increase in line sizes.

3. Access to Southern Pacific main railroad line. See cost figures above.
4. Industrial level service available to natural gas line.

B. Negative features.

1. Large tracts of land predominately Class 1 & 2 soils.
2. Entire area subject to inundation during 100-year flood.
3. Owners of large blocks of land objected during public hearing process. The city took action at the owners request to change the industrial land use designation to an Agricultural land use designation due to the intensive commercial agricultural activities on the property.
4. Narrow road R/Ws through clustered rural residential areas. No direct highway access.
5. Owners along railroad main tract frontage stated they would prevent access across their property.
6. No available source of electrical power capable of industrial level of service.

III. Area 3 - East of Junction City

A. Positive features.

1. Indirect state highway access via East 1st Avenue east of SP mainline railroad tracks.
2. City utility lines at property lines of large vacant tracts, south of East 1st Avenue.
3. Existing industrial uses along East 1st Avenue.
4. Natural gas service of industrial level at property line.
5. Area between both railroad lines developed by industrial uses.

B. Negative features.

1. North of East 1st Avenue, east of projection of Boden Street predominantly residential. Existing conflicts between industrial and residential land uses in area. Litigation has occurred against industry in this area.
2. Area inundated by 100-year flood.
3. Area predominantly Class 1 & 2 soils.
4. Overall costs of city services could be more expensive than services to area between the railroad tracks, particularly if industrial designation occurred south of intersection of Prairie Road and Hwy 99 and east of SP railroad line.
5. Owner of land along East 1st Avenue and east of industrial uses asked the city to change the industrial land use designation to an agricultural category due to existing, long term, intensive commercial farming operations. The city made change and rezoned property to an AG zoning District.
6. Scattered Rural Residential pattern east of SP mainline tracks. Objections received to any consideration of that area for industrial use by residents along Prairie Road and Sovern Lane area.
7. Industrial level electrical service would have to be extended to a majority of area.
8. Roads (county) not built to carry truck traffic.

IV. Area 4 - SW of Junction City.

A. Positive features.

1. Area south of West 1st Avenue, East of Pitney Lane.
 - a. Predominantly Class 3 & 4 soils.
 - b. Industrial level power source available.
2. Limited flood hazards.

3. Costs of extending city services less than area between railroad tracks.
4. West 1st Avenue, Prairie Road capable of handling truck traffic, also Hwy. 36.

B. Negative features.

1. Extensive, scattered Rural Residential land use pattern along Prairie Road.
2. Limited direct access to Hwy. 99.
3. Rail service would be prohibitively expensive due to construction costs for crossing state highway.
4. Industrial level natural gas service would be expensive.
5. All interior county roads in this quadrant, except those in item 1 have 40 foot rights-of-way. cost of R/W acquisition and road reconstruction would be prohibitive, according to Lane County Public Works Department.
6. Truck traffic through Rural Residential areas would be incompatible with existing traffic patterns.

V. Area 5 - South of Junction City, between the Southern Pacific Railroad tracks and Highway 99 W.

A. Positive features.

1. Direct access to U.S. Highway 99 by existing private access points (12).
2. Direct natural gas line tap capable of industrial level service.
3. Electrical feeder lines into this area capable of extension and service of traverse boundary of vacant parcels.
4. Drainage improvement developed by railroads to drain area and stabilize railroad track beds.
5. Railroad track bed to SP tracks acts as dike against flooding.
6. Limited Rural Residential uses in a cluster at the intersection of Prairie Road and Hwy. 99. Total acreage involved in node, approximately 12 acres.
7. Poorest agricultural land of all areas considered and least impact on adjacent agricultural areas.
8. No impact on existing or proposed residential areas.

B. Negative features.

1. More costly to service with city utilities when compared with quadrants 1, 2, 4. *[Note: construction of the proposed prison will extend city utilities to this area.]*
2. Rural Residential node at the intersection of Prairie Road and Hwy. 99 (ten houses).
3. Existing 40-foot right-of-way of Milliron Road would need to be expanded to 80-foot R/W.

Industrial Reserve

There are two 40-acre parcels and one 50-acre parcel that may not be needed for traditional industry within the near future. Those lands south of a point described on the attached Urban Growth Boundary map *[Note: not available on the Web]* shall be placed in an Industrial Reserve category and excluded from the urban growth boundary as described on the map. Management of the lands within the Industrial Reserve category would be implemented through an urban growth boundary management agreement between Junction City and Lane County. Land designated industrial reserved shall be planned and zoned for agricultural use by Lane County until justified for inclusion within the urban growth boundary. Anticipated future amendment to the city's urban growth boundary shall only occur when:

1. Lane County and Junction City both agree there is a defined need for such a change.
2. An industry has an expressed need for a site of a size presently not included within the city's urban growth boundary.
3. All statewide planning goals are applied to determine if the application for inclusion is valid.

Based upon the analysis above, the city justified the inclusion of 155 acres in Area 5 to meet traditional industrial and commercial land use needs. Area 5 has the least productive agricultural soils and industrial uses would be buffered from adjacent productive agricultural lands by Highway 99W and the railroad tracks. Owners of the ten homes in the area have stated a willingness to sell their homes to accommodate industrial development. Social consequences will be minimized because there would be no conflicts between planned industrial uses and existing or planned residential development. Transportation serving Area 5 as demonstrated by the

planned industrial uses and existing or planned residential development. Transportation serving Area 5, as demonstrated by the accompanying Sewer Facilities Study *[Web designer's note: may refer to [Chapter 7/Public Utilities](#)]*. Economic consequences would be almost entirely positive since little productive agricultural land would be used and Area 5 is expected to support some 1,600 jobs in industry and commerce by the year 2000.

There are no significant natural areas in Area 5, so that no negative environmental impacts would result from development in this area. Although Area 5 extends some distance south from the city limits, the area's inclusion within the urban growth boundary promotes the efficiency of land use, because the area has little value except for industrial development, and because rights-of-way for arterial roads and rail are already in place. Area 5 best meets factors 3 through 7 of [Goal #14](#) when compared with the other four areas considered for inclusion within the Junction City urban growth boundary.

Land Needs Analysis: High Technology Industrial Lands

The city projects that from 200 to 250 acres of land will be needed for high technology development such as electronic equipment, R & D laboratories, and medical and dental equipment. The acreage estimate is based, in part, on contact with Hewlett-Packard, Inc., which stated that it would need between 200 and 250 acres, and the city should expect a probable labor force of 1,500 people. The following table indicates the city's determination what the uses in the technology land use category will be:

Supply/Demand for High Technology Site

	325 acres
Less for the following uses:	
Supporting Commercial	-10 acres
	<hr/>
	315 acres
Infrastructure (streets, open space utility easement, flood plain 20% total area	-65 acres
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	250 acres
Preservation of Oak Grove	-5 acres
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	245 acres